

November 2, 1967

MEMORANDUM

TO: Boston Redevelopment Authority  
FROM: Francis X. Cuddy, Development Administrator  
SUBJECT: ZONING COMMISSION REFERRALS

Re: Map Amendment Application No. 44  
Boston Redevelopment Authority  
121-135 Broadway & 2-4 Fayette St.,  
Boston

Petitioner seeks to change an area of land (Parcels R-7a & 7-b) in the South Cove Urban Renewal Project Area bounded by Broadway, Fayette Street, Jefferson Street and the proposed Charles Street Extension, from a General Business (B-4) district to a General Business Urban Renewal Subdistrict (B-4U). Disposition of Parcels R-7a & 7b will be in accordance with the land use and building requirements contained in the South Cove Urban Renewal Plan. The developer proposes to erect a three-story structure containing six apartment units and two retail stores and the development will be subject to Design Review by the Authority's staff. The urban renewal designation will relieve the developer of compliance with the dimensional requirements of the zoning code, except for off-street parking, floor area ratio, and permitted use. Approval is recommended.

VOTED: That in connection with Map Amendment Application No. 44, brought by the Boston Redevelopment Authority to change an area of land (Parcels R-7a & 7b) in the South Cove Urban Renewal Project Area bounded by Broadway, Fayette Street, Jefferson Street and the proposed Charles Street Extension from a General Business (B-4) district to a General Business Urban Renewal Subdistrict (B-4U), the Boston Redevelopment Authority requests approval. The parcels will be conveyed in accordance with disposition agreements and development of the proposed six-story apartment and retail store-structure will be subject to Design Review by the Authority's staff.



Re: Map Amendment Application No. 46  
The Association of the Evangelical  
Lutheran Church for Works of Mercy  
670 Baker Street, West Roxbury

Petitioner seeks to change an area of land comprised of approximately 13.2 acres, bounded by Baker Street, St. Joseph's Cemetery, and a Metropolitan Sewer Easement, from a Single Family (S-.3) district to an Apartment (H-2) district. The surrounding area is generally undeveloped, except for nearby cemeteries, and the proposal for higher density development does not appear to have an adverse affect. Approval is recommended.

VOTED: That in connection with Map Amendment Application No. 46, brought by the Association of the Evangelical Lutheran Church for Works of Mercy, to change an area of land on Baker Street, West Roxbury, bounded by St. Joseph's Cemetery and a Metropolitan District Sewer Easement from a Single Family (S-.3) district to an Apartment (H-2) district, the Boston Redevelopment Authority recommends approval. Higher density development will not adversely affect the surrounding area as the proposal appears to provide a most appropriate use of this particular land.

Re: Map Amendment Application No. 45  
Kirk Realty Trust  
4925 Washington St., West Roxbury

Petitioner seeks to change an area of land in West Roxbury, approximately 84,897 square feet, bounded by Washington, Heron and Willet Streets and a broken line approximately 100 - 110 feet in the rear, from Single Family (S-.5) and Residential (R-.5) districts to an Apartment (H-1) district. A three-story-71 unit apartment structure presently exists on the site. High density development appears appropriate for this area as the area in the immediate rear of Washington Street does not appear suitable for single family residences. Apartments can serve as an intermediate use between the main highway and single family area. Approval is recommended.

VOTED: That in connection with Map Amendment Application No. 45, brought by Kirk Realty Trust, to change an area of land on Washington Street, West Roxbury, between Heron and Willet Streets from Single Family (S-.5) and Residential (R-.5) districts to an Apartment (H-1) district, the Boston Redevelopment Authority recommends approval. High density development appears to be appropriate for the area. Apartments can serve as an intermediate use between the main highway and single family areas.